

MOTION

Hamilton Cycling Committee: March 4, 2020

MOVED BY Chris Ritsma

SECONDED BY

WHEREAS, the Elfrida Growth Area Study is a unique opportunity to design a complete urban community that achieves transit supportive densities with multi-modal connections to existing urban areas, efficiently uses existing and new servicing infrastructure, integrates well with the adjacent urban lands;

THEREFORE, BE IT RESOLVED:

- (a) That, the following feedback from the Hamilton Cycling Committee be forwarded to City staff for consideration within the Elfrida Growth Area Study:
 - i) That, out of the three conceptual designs for the Elfrida growth area, the third (Nodes and Corridors) is the most preferable as it balances active transportation like cycling, walking and transit, with low-density living. It brings commercial, employment, community centres and parks for many people within cycling or walking distance. This higher density along the main corridor will allow for better utilized cycling facilities and transit to and from the main employment area in the middle of the growth area;
 - ii) That, similar to downtown cultural and commercial corridors like James St N, there should be policy disallowing the creation of surface level parking. Indoor cycling parking should be required for any medium – high density developments;
 - iii) That, protected cycling facilities be constructed on any arterial roads, and any collector or minor arterial streets should have cycling facilities;
 - iv) That, similar to urban areas like James Street North, Ottawa Street, Locke Street, where density has brought a vibrant commercial street within walking and cycling distance of thousands of low-density homes, the minor arterial streets in Elfrida should aim to do the same with height minimums (3 storeys) and maximums (4-8 storeys) that will naturally build this same vibrancy;
 - v) That, grid-style streets be used in both commercial and residential areas rather than cul-de-sacs to better allow for active transportation, like cycling and walking. In areas where a cul-de-sac has been deemed necessary, there should be connections for cyclists and pedestrians and,
 - vi) That mid-rise residential development should be able to, or required to, integrate commercial use to allow for vibrancy to grow, and to allow local residents access to products and services within cycling distance.